

EXHIBIT A – FINDINGS
DRC20013-00101 / McKernon-Cindrich

CEQA Exemption

- A. The project qualifies for a Categorical Exemption (Class 1) pursuant to State CEQA Guidelines Section 15301 because the requested modification of the applicable parking standards to accommodate the proposed conversion of an existing commercial building into a restaurant and the shared parking agreement for off-site parking are considered to be negligible.

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- B. The proposed project or use is consistent with the San Luis Obispo County General Plan because requested modification of the parking standards and the shared parking agreement for off-site parking is an allowed and as conditioned is consistent with all of the General Plan policies.
- C. As conditioned, the proposed project or use satisfies all applicable provisions of Title 22 of the County Code.
- D. The establishment and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use because the requested modification of the applicable parking standards to accommodate the proposed conversion of an existing commercial building into a restaurant and the shared parking agreement for off-site parking does not generate activity that presents a potential threat to the surrounding property and buildings. This project is subject to Ordinance and Building Code requirements designed to address health, safety and welfare concerns.
- E. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development because the requested modification to the applicable parking standards to accommodate the proposed conversion of an existing commercial building into a restaurant and the shared parking agreement for off-site parking is similar to, and will not conflict with, the surrounding lands and uses.
- F. The proposed project or use will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved with the project because the proposed conversion of an existing commercial building into a restaurant and the shared parking agreement for off-site parking for a property located at the intersection of South Main Street, an arterial road, and 5th Street, a collector, have been constructed to a level able to handle any additional traffic associated with the project.

Adjustments

- G. Modification of parking standards required by Land Use Ordinance Section 22.18.050, is justified because applicant applied for a minor use permit, and the characteristics of the use or its immediate vicinity do not necessitate thirty-five (35) parking spaces required for a restaurant use of this size. The proposed staffing levels and the typical staffing levels associated with similarly sized restaurants in the area, does not necessitate the demand for eight (8) on-site employee parking spaces, therefore a 50 percent reduction in the required number of employee parking spaces, from eight (8) employee parking spaces to four (4) employee parking spaces, resulting in a total requirement of thirty-one (31) parking spaces for the restaurant use will be more than adequate to accommodate

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the parking needs generated by the use; and no traffic problems will result from the proposed modification of parking standards.

- H. Modification of parking standards required by Land Use Ordinance Section 22.18.020H, is justified because the applicant applied for a minor use permit, and the characteristics of the use or its immediate vicinity do not necessitate thirty-one (31) parking spaces required for a restaurant use of this size. The proposed project is providing twenty-four (24) parking spaces, of which eleven (11) parking spaces would be provided onsite and thirteen (13) parking spaces would be provided off-site on neighboring parking lots via shared parking agreements. The characteristics of the proposed restaurant use, the site, the immediate vicinity, and the Templeton Central Business District supports walkability and pedestrian access, allowing the reduced parking to be adequate to accommodate all of the parking needs generated by the use. The proposed closure of the existing South Main Street driveway access will result in the creation of approximately three (3) additional street parking spaces and potentially one (1) additional on-site parking, and will result in result in a continuous pedestrian path along South Main Street that will increase the overall pedestrian traffic safety on South Main Street. No traffic safety problems are anticipated to result from the proposed modification of the parking standards.